

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.

... AND THE BARREN PLACE IS A FRUITFUL FIELD

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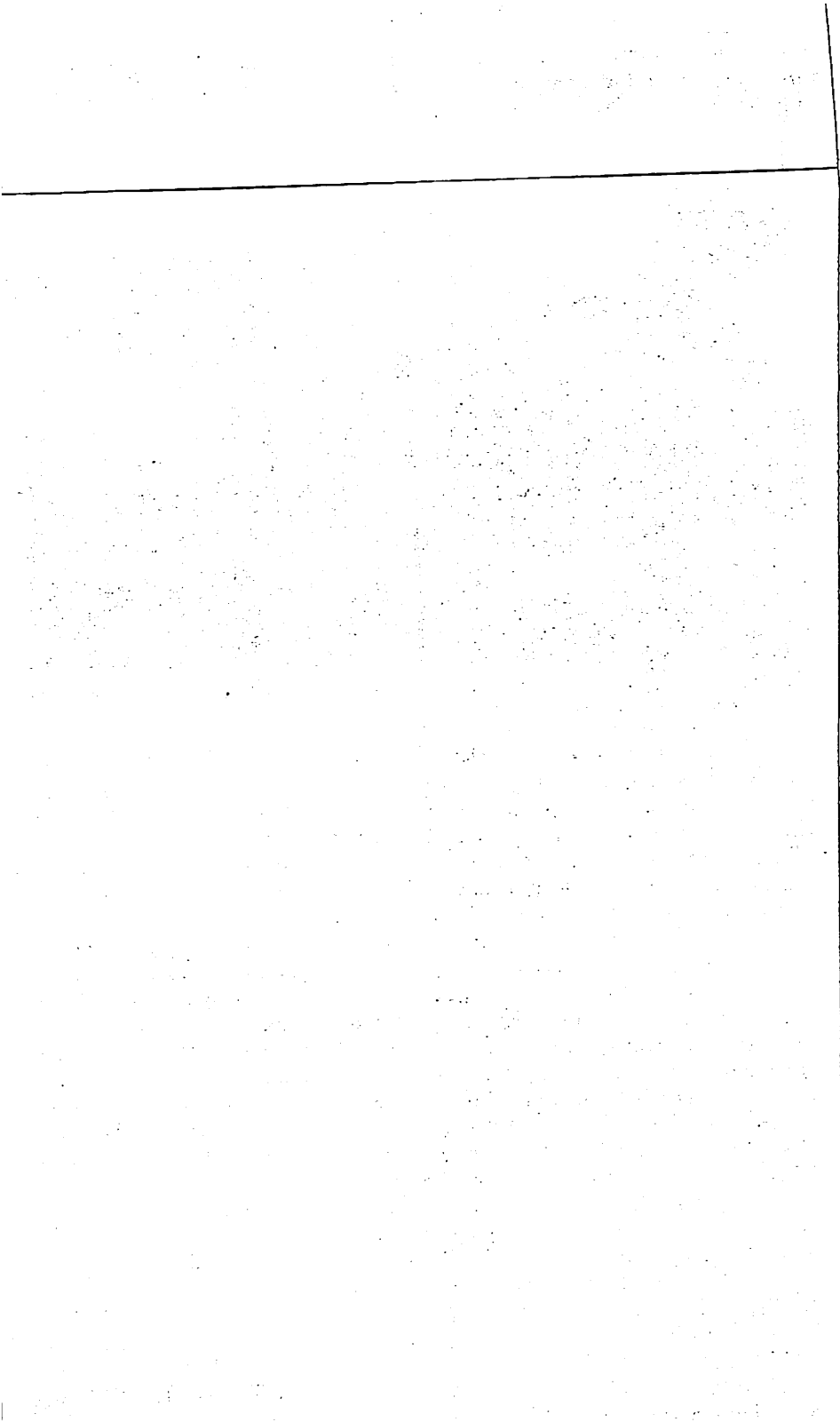


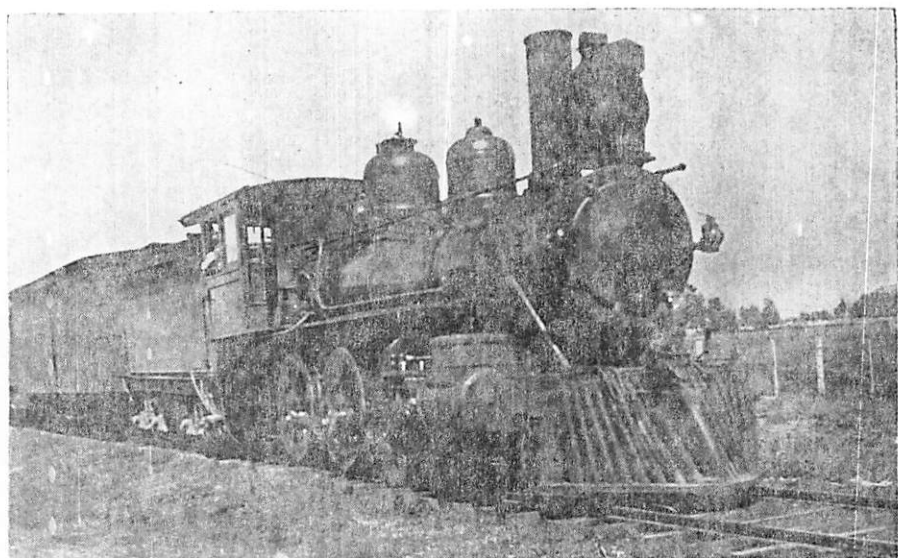
The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Fay's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.





The first train to arrive in Charleston from Provo on September 6, 1899 at 2 p.m.

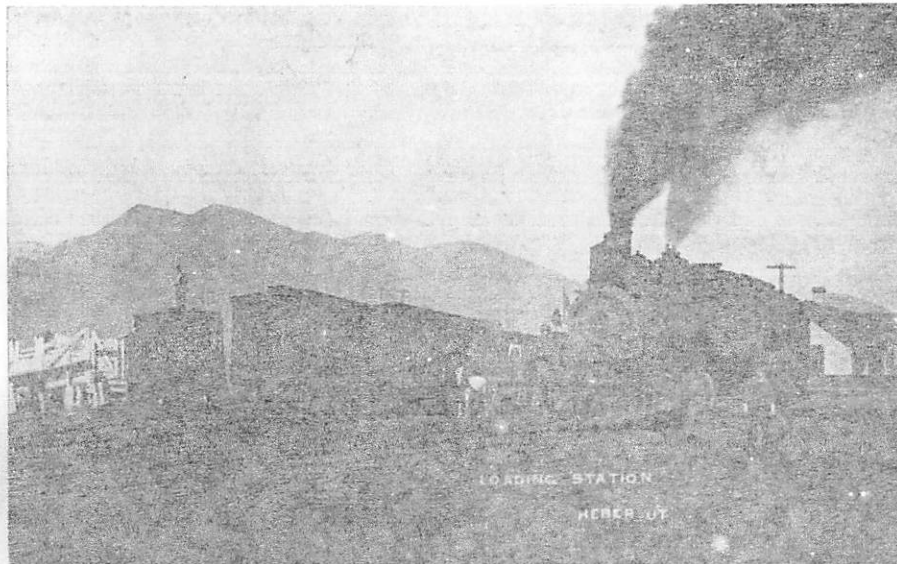
to Wasatch County. Nearly all the residents of Charleston were on hand at the depot to welcome the new iron horse. For many years afterward the people in Charleston enjoyed the convenience of two trains a day between Heber and Provo.

The advent of Deer Creek Reservoir and faster means of transportation began to spell the decline of Charleston in the late 1930's. Farm lands were covered with water and many residents moved away. Some who had to leave with their families and give up farms and homes in the wake of the new reservoir were John W. Allen, Thomas Allen, H. F. Watson, John L. Atwood, Heber J. Simmons, William Daybell, George B. Wright, William Boren, George Edward, Perry D. North, Roe Carlile and A. F. Latta.

With many of the residents moving away, the last remaining business in the town, the North Mercantile Co., was forced to close its doors. The Post Office was also discontinued, and patrons placed on rural route service from Heber. This necessitated the retirement of Postmaster Lorraine S. Wright, who had served for 28 years. About 1958 the Post Office building was purchased by the Sons of the Pioneers and was moved to Pioneer Village in Salt Lake City, Utah.

Those who have served as Postmasters in Charleston are: Nymphus C. Murdock, Sarah A. Wagstaff, Nellie North, Nellie Webster, Ruby Madsen and Lorraine S. Wright.

With all the changes that have occurred in Charleston, The Church of Jesus Christ of Latter-day Saints continues as the mainstay in the lives of those who remain.



Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

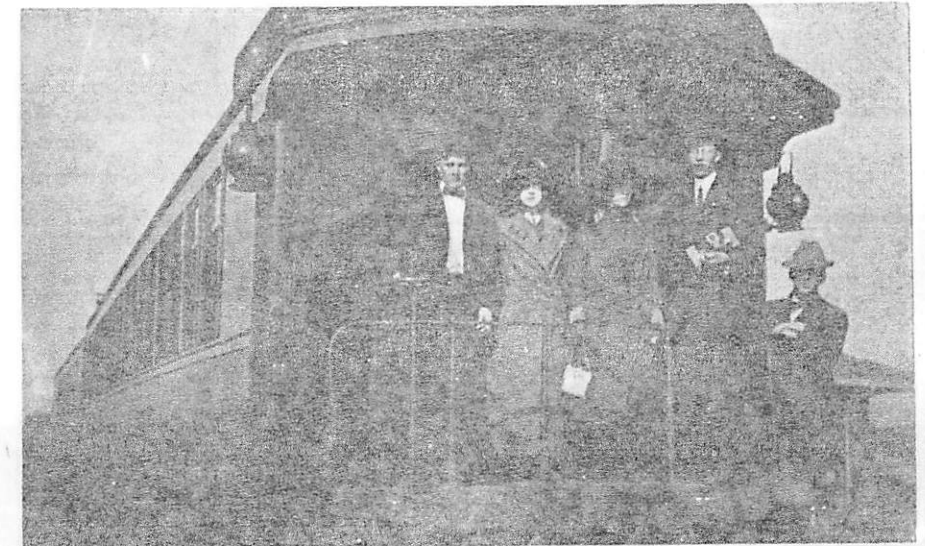
The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated:

RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899
Heber Now in Touch with Outside World

E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and



Pictured on this train leaving the Heber Depot are Laura Clyde, H. Clay Cummings, Nora Clyde, Elthoria Hicken, Storm McDonald and one unidentified man. Railroad travel was a real boon to valley residents.

west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M. spend 3½ hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening."

The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Governor J. T. Hammond, Provo City officials and some 400 persons.

Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court house yard where a special platform had been erected.

Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Senator Reed Smoot. Numerous railroad officials and officers

He then recorded in his notes the surveying work done through June 23, 1888 in which he adjusted the city to true measurements.

By 1889 Heber was ready for organization as a township, and Henry Aird was appointed as the first town board president. He served until 1894 when Thomas Huskinson Giles was elected and served two years. James W. Clyde was elected in 1896 and served until the election of Edward D. Clyde in 1898. Robert Duke followed in 1900 and served until 1902 when articles of incorporation were drawn up and the town became an officially incorporated city.

James W. Clyde was elected as the city's first mayor, with membership of the new city council form of government consisting of Joseph Hatch, E. J. Cummings, David C. Hanks, George A. Wootton and Joseph A. Murdock.

An early action by the mayor and city council consisted of calling for bids to run the sprinkling wagon through the city on dusty summer days. Bidders and their prices per day included Ed Tilt, \$2.80; Bert Tilt, \$2.50; J. C. Murdock, \$2.40; Harmon Cummings, \$2.50; Walter Wickham, \$2.25 and John Carlile, \$2.48.

The council acted on the "lowest qualified bid" and hired Mr. Wickham to sprinkle the streets.

In the election of November, 1903, candidates aligned themselves with the Democratic and Republican political parties, and the Democrats won a sweeping community victory.

The new city officials were Joseph A. Rasband, mayor; John T. Giles, four-year councilman; Joseph R. Murdock, A. B. Murdock, Orson Ryan and F. L. Clegg, two-year councilmen; David W. Hicken, marshal; LaVina Murdock, recorder; George Barzee, treasurer and Livingston Montgomery, justice of the peace.

In May of 1905 the city officials promoted a bond election to raise \$40,000 for the purpose of installing a water system. By 1905 the city council was able to pass the following ordinance:

"That a water works system be constructed to supply its inhabitants with water and shall be known and designated as Heber City Water Works. The said system shall be the property of said city."

Early the following spring, work was underway to complete the system. The main source of supply was the Broadhead Spring, east of the city.

Heber's third mayor was elected in the fall of 1905 and served during 1906 and 1907. He was Joseph R. Murdock. Serving with him on the city council were David Fisher, John T. Giles, Robert Duke, Joseph E. D. Tomlinson and John E. Moulton. Joseph A. Murdock was recorder with Moroni Moulton, treasurer; David W. Hicken, marshal and Fred L. Clegg, justice of the peace.

A significant cultural step was taken by Mayor Murdock in Novem-

ber, 1907 when \$500 was appropriated for the establishment of a public library and community reading room.

The city council considered several possible locations for the library, including rooms above Jeff's store, the old Turner Hall and store, Buell's Hall and upstairs rooms in the new Heber Mercantile building. After considerable discussion the council moved that the two rooms above the Mercantile Company be rented for \$10 per month. This library was later consolidated with county facilities.

By January, 1908, Mayor James W. Clyde, the city's fourth chief executive, had been elected and sworn into office. Elected to serve with him as city councilmen were John E. Moulton, four-year term and David Fisher, John W. Crook, William T. Wootton and Robert Duke, two-year terms. Joseph A. Murdock continued as recorder, with Royal J. Murdock as treasurer and Andrew Lindsay as marshal.

During Mayor Clyde's term the need for electric power was being felt in the community. Other locations in the state had obtained electricity, and many Heber residents desired the convenience and service of this new power source.

It seemed natural that the city government should take the lead in building power facilities, and on September 20, 1908 members of the Heber Commercial Club proposed to the council that the city construct a power plant on property north of Heber. They estimated that the project would cost about \$50,000.

Mayor Clyde and the council received the proposition favorably and began immediate action to select a suitable site. Three possible locations were selected, and finally ten acres owned by the Hatch family north of town were purchased for \$2,000 and the project was on its way.

At a council meeting on October 14, 1908, the communities of Midway and Charleston were asked to join in building the proposed power plant, with Midway to own one-fourth interest and Charleston one-eighth. Wallsburg was also invited to participate to the extent of its needs but they secured their power from another source. At this same meeting a bond election to finance the construction was fixed for December 29, 1908. The citizens were to be asked to approve bonding for \$32,000.

In the meantime, the council hired George A. Wootton on November 16, 1908, to be general supervisor of the plant at a salary of \$100 per month, with Mr. Wootton to furnish his own horse and buggy and feed for the horse.

The December bond election was nearly unanimous, with only eight of the 120 voters who went to the polls casting negative ballots. The new plant was assured, and the council selected the name "Heber Light and Power Plant" as the official name of the new venture. Also named was an executive committee to manage the plant. Chosen for the committee were Mayor Clyde, Councilmen Moulton and Duke of Heber, Attewall Wootton Sr. of Midway and John O. Edwards of Charleston.

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